

Shipping

BARK NUUANU MAY BE WITHDRAWN FROM ATLANTIC SUGAR TRADE

The trim and staunch bark Nuuanu, now lying at Richard street wharf after a passage covering 348 days from New York, is believed to have completed the last passage between the East Coast of the United States and the Hawaiian Islands, according to statements made in this city today. Negotiations are now under way between the owners of the vessel and a Pacific Coast shipping firm for the sale of the bark.

It is stated on good authority that the deal has so far progressed that the bark is as good as eliminated from the so-called fleet of sugar and cargo carrying windjammers which have heretofore plied between New York and Honolulu.

As it is now stated, the Nuuanu is to enter the Pacific Coast and Island trade, carrying cargoes of general merchandise from San Francisco destined to the island ports of Hana, Mahukona or Honolulu. The vessel would be supplied with sugar on her return voyages to the coast.

The contention is raised in that the Nuuanu has lost her charter to transport sugar to Delaware Breakwater, the vessel will probably be sold, to enter trade in the western ocean.

Cabin Passengers Kind Room in Makuru

There is room for all applicants for first-class transportation from Honolulu to Vancouver and Victoria in the Canadian-Australian liner Makuru, according to advices from T. H. Davies & Co., the local representatives for that vessel. The steamer sailed from Sydney by the way of Suva on time and is due to arrive here next Tuesday morning. A cable received this morning states that there is plenty of first-class passenger accommodation. The demand for second-class passage will necessarily crowd that section of the steamer to some extent.

Band Played Lullaby Away.

The Territorial band was present at the departure of the Matson Navigation steamer Lurline for San Francisco at 6 o'clock last evening, and a series of melodies was enjoyed by a goodly crowd of people.

The Lurline sailed with a full cargo, made up of sugar, 20,000 cases of pineapples, a quantity of coffee, honey and bunches of bananas. Fifty-two cabin and 17 steerage passengers left for San Francisco in this vessel. The Lurline was given a considerable quantity of mail destined for the mainland.

Wilhelmina Will Carry Hilo Mail.

Unless there is a decided change in the complexion of the present strike in the Inter-Island steamer Navigation line, Wilhelmina, to sail for Hilo at 5 o'clock Thursday evening, will be given a large accumulation of mail destined for the big island. The Wilhelmina is to be discharged of some 1800 tons of freight brought down from the mainland. She is scheduled to return to this port Sunday morning.

New Weir Line on the Coast.

A new Weir liner under charter to the East Asiatic Company of Copenhagen, the British steamer Gifford, Captain McIlwaine, has arrived at Vancouver. She left Antwerp on March 31 and called at Coronel, Valparaiso, Autogasta, San Francisco and the Sound, and inaugurated a new service from the Continent to the Sound.

Kauai Sugar Report.

The following report is awaiting shipment on Kauai according to a report received here this morning with the arrival of the Inter-Island steamer W. G. Hall: 11,768; K. P. 9518; L. P. 10,223; G. F. 1246.

Steamed Through Seas Filled With Crabs.

According to wireless advices received from the oil tanker Asuncion, the vessel passed through an unusual experience five miles south of Point Reyes. The sea was covered with thousands of dead crabs, says the captain in his radiogram. He did not try to explain the reason for the condition, but it is believed that the crustaceans fell victims to some disease. The Asuncion, which is bound from Vancouver for Redondo, passed the Golden Gate yesterday noon.

Japanese Flagship sunk; May be Raised.

TOKIO, July 19.—The cruiser Nan-awa, the flagship of Admiral Togo in the Chinese-Japanese war of 1904, which was wrecked on the Kurile Islands in the North Pacific, the latter part of June, has sunk. All the crew were saved when the vessel ran on the rocks.

Cement Steamer Goes Into Service.

VANCOUVER, B. C., July 22.—Recently purchased at Poole, England by the Vancouver Portland Cement Company to carry cement from the company's factory at Tod Inlet to this city, the steamer Leona, one of the latest additions to B. C. shipping,

WEATHER TODAY

Temperature—6 a. m., 75; 8 p. m., 76; 10 a. m., 78; 12 noon, 81. Minimum last night, 74.
Wind—6 a. m., velocity 10, direction east; 8 a. m., velocity 6, direction east; 10 a. m., velocity 18, direction northeast; 12 noon, velocity 10, direction east. Movement past 24 hours, 224 miles.
Barometer at 8 a. m., 29.99. Relative humidity 8 a. m., 70. Dew point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.758. Rain, .01.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Wednesday, August 7, 1912.
EUREKA—Arrived, August 6, Schr. A. F. Coats, from Kahului, July 3.
HILO—Sailed, August 3, S. S. Santa Rita for San Francisco.
SUVA—Sailed, August 6, S. S. Makura, for Honolulu.
SAN FRANCISCO—Sailed, August 7, 1 p. m., S. S. Honolulu for Honolulu.
SEATTLE—Arrived, August 7, S. S. Missouri from San Francisco.
SAN FRANCISCO—Arrived, August 7, Bark R. P. Rithet, hence July 3.

AEROGAM
S. S. MANCHURIA arrives from Yokohama and docks at Alakea wharf tomorrow (Thursday) morning at 7 o'clock and sails for San Francisco Friday 10 a. m.

ODDS AND ENDS AT THE PORT

gare are listed for departure for the Coast in the Matson Navigation steamer Wilhelmina on next Wednesday morning.
The little yacht Seafarer which participated in the trans-Pacific race is reported to have reached San Francisco yesterday. The vessel left here on July 15th.

The Matson Navigation liner Wilhelmina scheduled to sail for San Francisco next Wednesday morning will carry a full shipment of sugar and preserve pineapples.
One hundred or more cabin passen-

CAUSE OF TIE-UP

(Continued from Page 1)

masters and mates, was not willing to wait for Mr. Kennedy's return, and under the decision of the harbor all of the masters and mates of the steamers in port tendered their resignations, and there being no other men available who are qualified to take their places, the steamers are temporarily tied up.

The striking vessel masters and mates participated in a series of conferences at Odd Fellows' Hall this morning. At the close of a gathering held at the time of the schedule set for the departure of the liner Mauna Kea, the skippers declared themselves as determined to stand by their guns in the matter of carrying forward the strike to the bitter end.

"It is a matter of principle with us, not so much the sum of money involved in the controversy that we have had with the management of the Inter-Island," insisted one local navigator who had been present.

It is generally admitted that the claims for back pay come from but three or four men in the Inter-Island service. The rank and file of captains and mates are said to have no real or fancied grievance with the company, as it is stated that the matter of overtime payments to skippers and officers for a number of months past has been adjusted.

Several skippers and their mates joined the strikers at an early hour this morning with the arrival of the steamer Claudine from Hawaii by the way of Maui ports, and the Kauai packet W. G. Hall with general cargo and passengers from the Garden Isle.

Captain M. Onass was informed of the strike and together with his under officers left the Hall soon after the vessel came alongside the new Inter-Island wharf.

These men joined forces with the strikers, and were participants at the several gatherings being conducted at Odd Fellows hall under the auspices of Harbor No. 54, to which all strikers belong.

Company May Seek Assistance.
It is understood that the directorate of the Inter-Island has already taken steps to secure such available men to man their vessels as might be found at the port. While the Inter-Island officials remain non-committal regarding the matter of securing substitute captains or mates, it is stated today that several officers belonging to deep-sea craft now at the port have been approached with a view to securing their services as masters or mates on the idle coasting steamers.

One phase of the question, however, is the fact that most of the mariners here or belonging to visiting ships also are members of one or the other Pacific Coast "harbors" and therefore linked with their striking brethren through bonds of a secret and protective organization which has a branch at practically every port of importance on both coasts of the United States.

The claim is made more or less freely that the Inter-Island would be unable to secure assistance from the

Coast within two or three weeks, owing to the scarcity of men suitable for the work.

Places Difficult to Fill.
The strikers, while maintaining a firm stand in the matter also, feel confident that to fill their places in the Inter-Island steamers will be a decidedly difficult matter.

It is pointed out that, in the first place, men will be required to possess first-class masters' and mates' licenses. To place steamers representing several hundreds of thousands of dollars in the hands of men who are totally unfamiliar with the coasts of the several islands, it is predicted, would be a suicidal policy and one that more than one director in the steamship company would consider very carefully before authorizing the substitution.

Many of the masters of the affected vessels are of long service in Hawaiian waters. They are familiar with all twists and turns in gaining and leaving the reef-barred harbors at the sugar ports. Day or night, these men are as much at home in the several ports and inlets as they would be in their own habitation.

Inter-Island Loss is Heavy.
The Inter-Island company stands to lose a snug sum daily with the continuation of the strike. It can safely be put down that the loss to the company for each vessel that is idle will easily total three hundred dollars for each day.

In the case of the Mauna Kea, Kilanea, Kinau or Claudine, the sum of three hundred dollars would hardly cover the cost of a twenty-four hour charter, especially during a busy sugar season, a condition that now exists.

The engine and fireroom staffs must be retained at an instant call to duty. To this must be added the cost of keeping the stewards and deck staffs on call and the pay roll.

The amount involved in the loss on freights, passenger fares and mail subsidies mounts up to a figure that is believed vast in its proportions.

Mails Are Held Up

George W. Carr, assistant superintendent of railway mails, has cabled to Washington informing the postal authorities of the situation here and asking for further instructions. After the Wilhelmina sails for Hilo tomorrow evening there will be no mailboat for the other islands on account of the Inter-Island tie-up.

CITY ADVISED

(Continued from Page 1)

The Board of Supervisors of the City and County blame for the unsatisfactory condition existing in the vicinity of the Fish Market on King Street, between River Street and Nuanu Street.

The opinion of the Supreme Court referred to above is not a judgment. After the rendition of that opinion, the Honolulu Rapid Transit & Land Company attempted to have a judgment entered in the submission so that it might take an appeal to the Supreme Court of the United States. Had this judgment been entered and an appeal taken it would have resulted, in my opinion, in a delay of several years before an adjudication could be had by the highest court in the land upon the rights and liabilities of the parties. When the attempt was made by the Company, however, to have a judgment entered, the Supreme Court of the Territory said:

"We think the submission was entered into by the parties without any thought as to the entry of a judgment in the case. It seems as though counsel had in mind only the obtaining of the views of the court on the questions stated in the submission."

Prompt Action Necessary.
The community is confronted at this time not with a theory, but with an actual state of affairs that calls for prompt action, if possible. There are two or three remedies open to the Government, but only one of these in my opinion would be speedy and effective. Section 870 of the Revised Laws of Hawaii provides as follows:

"Whenever the said association and others or any corporation which may have been duly organized under the laws of this Territory for the purpose of constructing, operating and maintaining the lines of railway mentioned in this chapter, and as by this chapter provided (which would refer to the Honolulu Rapid Transit and Land Com-

pany), refuses to do or fails to do or perform or carry out or comply with any act, matter or thing requisite, or required to be done under the provisions of this chapter and shall continue so to refuse or fail to do or perform or carry out or comply therewith, after due notice by the superintendent of public works to comply therewith, the superintendent of public works shall with the consent of the governor cause proceedings to be instituted before the proper tribunal to have the franchise granted by this chapter and all rights and privileges granted hereunder, forfeited and declared null and void."

Can't Rely on Territory.
I believe the institution of the proceedings referred to in the section just quoted would result in a speedy adjustment of the matter. Those proceedings, however, can only be instituted by the Superintendent of Public Works by consent of the Governor of the Territory, but inasmuch as a considerable time has elapsed since the Supreme Court of the Territory has expressed its views on the matter and no action has been taken along the lines authorized by Section 870 of the Revised Laws of Hawaii, I do not believe the City and County of Honolulu can rely upon that remedy.

Another remedy open is for the City and County to do the work at its own expense if it has any funds available for the purpose, and collect the amount expended from the Honolulu Rapid Transit & Land Company. This, however, would involve the institution of another lawsuit which could be carried by the Honolulu Rapid Transit & Land Company to the Supreme Court of the United States and would involve probably a delay of several years before the City and County would be reimbursed for the expenditure.

As to Mandamus.
Another remedy, although some doubt has been expressed as to whether it is available, would be by means of the extra-ordinary writ known as mandamus, which would result in a judgment, according to the opinion of our Supreme Court, compelling the Company to do the work. From this judgment, however, the company would have a right of appeal to the Supreme Court of the United States, and the work would be tied up, in my opinion for several years.

It would seem then that the only alternative, if immediate results are required, is to give way to the Honolulu Rapid Transit & Land Company, notwithstanding the plain provisions of its charter and the construction placed upon it by our Supreme Court, and consent to the laying of stone blocks on King street, between Nuanu Stream and Nuanu Street, as set out in the proposition of the company contained in its communication to the Board of July 26th, 1912.

Very truly yours,
(Signed) FRED W. MILVERTON,
First Deputy City and County Attorney.

DEMOCRATS DISCUSS TICKET FOR CAMPAIGN

Discussion at a meeting of the Democratic club of the eleventh precinct, Fifth District, last night brought out the following mentioned for political positions:

Delegate to Congress—L. L. McCandless.
Mayor—Joseph Fern.
Sheriff—William P. Jarrett.
Deputy sheriff—Charles Rose.
Supervisors—Fifth District, William Holt, M. C. Pacheco, L. Petrie. Fourth District, W. H. McClellan, J. Waldron, W. A. Wall. At large, Moses Akawa.
Treasurer—C. J. McCarthy.
Auditor—John Effinger.
Clerk—William Miles.
Attorney—Judge Quarles.
Senators—Poepoe, Waller and Coke, eleventh precinct, Fifth District.

The Spokane school board has prohibited Spokane high school teams from playing any other schools, because the contests "breed hoodlumism."

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CAMPBELL ON POLITICS AND SUGAR,
DEMOCRATS BUMP SOAP-BOX BARRON,
SUPERVISORS PLAN FOR CITY PAPER,
SMALL MANUFACTURERS WANT PLANTATIONS TAXED,

Are titles of news items that appeared in this paper YESTERDAY—twenty-four hours ago—and were given to the public while they were news.



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